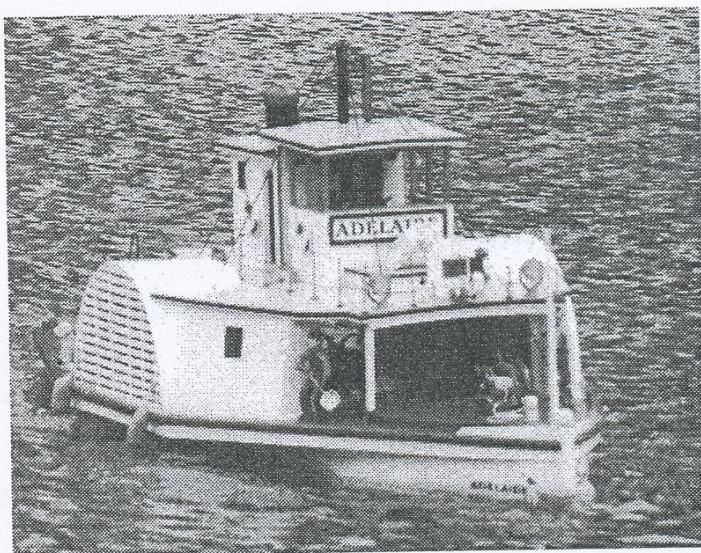
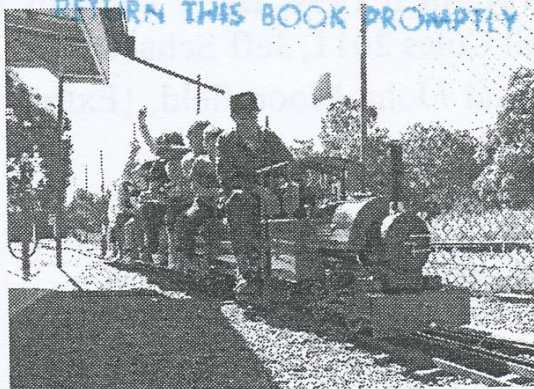




**The Official Journal of The South Australia Society of
Model & Experimental Engineers Inc.**

**1927-2012 SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**



November 2012

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Life Members of SASMEE.

+Vic Messer 1958, +Clyde Mackay 1961, +Tom Armstrong 1963, +Claude Miller 1963, +Harry Pearce 1971,
+Mac Dunkley 1971, +Horrie Guignon 1973, +Fred Hercus 1973, +Ralph Excell 1973, +Alan Frankham 1974,
+John Welch 1974, +Clarrie Burden 1977,
Len Peckham 1980, +Pauli Griscti 1980,
+ Ron Bloyd 1983, Ian Clarke 1987, John Davey 1990, +Fred Gordon 1994
+Phil Waugh 1994 +Norm Kernich 1994, Barry Dunstan 2000, +Colin Cook 2001, John Lewis 2010, Bill Coles 2011, Jeff Schaefer 2012,
Dates for +Alan Brabham, and +John Moorefield, {Extraordinary Member} will be added as details are known.

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Vice President: John Monteodorisio 0409 838 494 or 82764675

Secretary: Jeff Schaefer 82986927

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THE SOUTH AUSTRALIAN SOCIETY OF MODEL AND EXPERIMENTAL ENGINEERS

A Brief History

Eric Robert Bowes, Samuel Claude Miller and Thomas Reginald Lynch who were workmates at the Adelaide Glassworks contacted Victor Harri Messer, who was a manufacturing jeweller. They knew about Vic from articles he had written for the "Model Engineer" magazine.

The first meeting was held in Vic Messer's shop in the Kingsway Building, Flinders Street, Adelaide in May 1927.

Vic was elected as President and Eric as Secretary.

As the Society's membership grew, meetings were held at the University of Adelaide, the ANA Hall, the Buffalo Hall, the YMCA and the WEA Hall, Twin St, Adelaide. Membership in 1939 was 25.

At a meeting in July 1946 Harry Pearce spoke on the need for the Society to have a home of it's own with a boat pond and tracks for locomotives and racecars. A successful approach was made to the South Australian Railways to lease the current site and work commenced in August 1947.

A fowl house was purchased for the material to build the Clubhouse and the first meeting was held in it on April 12th 1949, with a 12-volt battery and globes supplying the lights.

The pond was successfully filled for first time in January 1959 by which time an elevated 5"Gauge railway and a racecar track was also in operation.

The car track was removed later due to lack of interest but the 5" Gauge railway was extended and eventually duplicated by the 7.25" Gauge track in 1981. In 1992, the 5"G elevated track was lowered to the ground to run as a normal rail system with points and signals.

The Society has a current membership of 140 (approx) and is open to persons over 14 years of age who have an interest in model engineering.

Presidents Report 2011 – 2012

The past year has been particularly busy with much increased public attendance and a general increase in membership. Monthly General Meeting have been particularly active with animated discussion of many points affecting the Society. I would like to thank the Committee for their efforts over the year. In addition thank you to the many members who regularly attend run days with their locos and boats. Your efforts draw the public and keep us financial. Finally, I would like to thank those who operate our stations, ensure public safety and load and unload our trains.

In Memory

Unfortunately, during the year we lost two very active members in Norm Kernich and Don Awalt.

Membership

Membership has steadily increased over the year for approximately 134 to 140, which is pleasing. The downside of this is that our membership is steadily aging with less than 20 now less than 60 years of age. As an impetus, the development of a garden railway is a possible way of getting interest from younger persons.

Member participation on run days has been excellent with 35-45 members each run day. The Wednesday working bee usually attracts up to 18 members with the Saturday working bee getting less attendance.

Open days usually sees 3-4 7 1/4" gauge locos and 7-10 5" and 3 1/2" gauge locos and up to 20 boats in attendance.

Public Attendance

Public attendance has been strong during the year with a marked increase in birthday parties. Parties of up to 50 people have been attending so that now we can expect open days be attended by numbers exceeding 700 (not counting children under 3 years of age).

Weather has not been particularly kind with several run days overcast and often experiencing showers but this has not dampened crowd attendance. Only one day was cancelled.

That was New Years day 2012 with temperatures exceeding 35°C. The Society formally adopted a policy of closing the park on days exceeding 35°C.

Finances

Despite heavy investment in our facilities over the past year, the Society finances are very healthy and approximately the same as this time last year.

Canteen

The revamped canteen project managed by John Monteodorisio has proved a great success with safer working conditions and improved equipment. The canteen now meets council health requirements and recently received an excellent health inspector's report.

Due to the hard work and dedication of the lady members providing canteen services healthy profits are achieved but just as importantly, their efforts are appreciated by the attending public and club members alike.

Building and Grounds

The garden shed attached to the workshop was removed to improve parking and replaced by a new shed at the North West corner of the grounds. The workshop was reclad to achieve a better appearance and areas repainted. The 5" gauge steaming bay and turntable were repainted. Commitments have been made for the repainting of the 7 1/4 gauge steaming bay.

The boat pond is now free of algae by the use of barley straw. Our thanks go to John Monteodorisio for this initiative. A boat lifter was installed to assist boats being lifted into and out of the water.

Unley Council personnel pruned trees in the park so that they are as free as possible from diseased wood and falling branches. Unfortunately, we lost five trees in the 7 1/4" gauge steaming bay, as these were deemed detrimental to growth of grass in the adjacent tennis club courts. We wait to see improvement in those courts. We have approached the Council for shade protection for the steaming bay.

In summary the following changes and improvements have occurred over the year:

- Canteen upgrade completed,
- Boat lifter installed,
- Leaking water main replaced and taps moved from the public areas to the fences to prevent tripping,
- Hose reels repainted and moved to new tap locations,
- Steam lines replaced in the steam house,
- Model engines in the steam house repositioned and their steam lines and steam valves replaced,
- Six new park benches purchased and placed,
- Barley straw placed in pond to alleviate weed problem,
- Garden shed demolished and replaced with new shed,
- Coal Bunker moved and painted,
- Two tonnes of char purchased,
- Workshop reclad where necessary,
- Workshop repainted,
- 5" Gauge steaming bay and turntable repainted,
- Woodpile relocated,
- Gravel and dolomite piles moved,
- Parking areas adjacent to workshop metalled,
- Graffiti over painted on north fence and 7 1/4" gauge carriage shed.

To all those who participated in these tasks, particularly the Wednesday and Saturday working bee groups thank you.

Unley Council Interaction

The Society enjoys good relations with the Unley Council with the two Ward Councillors for our ward being particularly supportive along with strong support received from Unley Council staff.

Garden Railway

A garden railway is proposed for the area beside the steam house. This is intended to provide a less technically challenging and more economical means for younger people to join the club.

Special Occasions

- Several special occasions occurred over the year. These included:
- Tour of the Clipsal factory,
- The annual Dinner at the Birdwood Mill
- Christmas Party at the club grounds
- Invitation run day in January
- Visit to the Jet Fighter Museum at Parafield.
- AALS convention at Penfield club followed by 31/2' run Gauge day and invitation runs at SASMEE in the two days following the convention.

Goals for 2012-13

My goals are to achieve:

- Less chaotic meetings,
- Revision of the Society Constitution,
- Set up of the garden railway,
- Realisation of the 5" gauge unloader/loader redevelopment,
- Reintroduction of traction engine operations on run days,
- Painting of the 71/4" gauge unloader/loader;
- Painting of the full size signal post at Millswood station;
- Increased younger membership, and
- Successful operation during the rail underpass construction.

Concerns

My concerns for the coming year are:

- Loss of running days during the construction of the rail underpass and Brownhill Creek diversion,
- Aging membership,
- Stagnation due to lack of space to include new activities.

Conclusion

I have found this year "full of challenges" and while I have enjoyed the position; I am committed to only serving one more

year as President. Every organisation needs a turn over of new ideas to survive and grow. Thanks again who have helped with my year as President.

John Foster
President SASMEE

Club Happenings

By Your President

Sunday Field Day 3rd June

A good crowd of about 450 people not counting under 3 year olds, faced what threatened to be a cold and Cold, it was about 14⁰C a bit of drizzle and one heavy shower did not seem to faze anyone and certainly not the children's enthusiasm for rides. With 41 members four 71/4 locos and seven 5" locos and 12 boats the club was well represented. Highlight of the boat pond was "Wally" driving his hovercraft onto a barley straw bag and having to don waders to retrieve it. Propeller power was not enough. Bill Weste's trailer sailer proved popular sailing well in the almost non-existent breeze. Simon Huntington's new 71/4 diesel outline electric was most impressive supporting the steamers of Bob Nashe's Koppel, Barry Dunstan's Dol-goch, Birt Francis's Harry. Michael Tingay had a great day with his 5" Heisler steamer back on track after an extensive overhaul.

Canteen

Jackie Monteodorisio, Anne Hardy, Margaret Coxon, Christine Lyas, Dawn Schaefer.
Thank You Ladies

Club Meeting 12th June

After a quiet and productive, Barry Dunstan entertained us with a five-minute video of early SA locos and equipment. He followed this with an excellent video of the recent convention at Penfield. All members who attended were featured along with a wide selection of visiting locos and rolling stock.

Saturday Field Day 16th June

Despite a gloomy day and a few showers, a moderate sized crowd attended. When I say moderate, we would have considered it a large attendance a few years back. Only two birthday parties on this day surprising after the 6-8 we have recently experienced.

Thirty-eight members attended with four 7 1/4" gauge and five 5" gauge locos.

The canteen was extra busy, almost selling out of hot chips and hotdogs as well as supplying endless cups of tea and coffee. Canteen ladies were Jackie Monteodorisio, Jill Smith, Dawn Schaefer, Anne Hardy, Nicki Mere, and Christine Lyas giving it a try. Thank you ladies.

Saturday Efficiency Run and Club Day 23rd Jun

After two days of the heaviest rainfall ever recorded in Adelaide in June and Friday morning still very wet the President suggested cancelling the day. As you can imagine from then on the weather improved and Saturday would have been a reasonable day though soggy underfoot. However, the die was cast with all members being notified of the cancellation, it was too late to change our minds. Perhaps it can be scheduled for later in the year.

Sunday Field Day 1st July

Again a very pleasing public attendance of about 500, which was very good for a cold drizzly day. The canteen did a roaring trade in coffee and hot food. With three 7 1/4" gauge locos, Simon Huntington, Kohn Lewis and Barry Dunstan the larger track coped very well. The 5" gauge track had seven locos provided by, John Monte, Mathew Leslie, Brad Cottle, Graham Driscoll, Michael Moyse, Bryan Homan and the Club Loco. Thanks members.

The boat pond had 12 boats of all sizes and shapes. Stan Shelton was back with his very nice PS Adelaide and his still

troublesome Perkassa PT Boat. He will get it sorted. Michael Offler was back from his hospital stay with his tug.

Canteen ladies were Jackie Monteodorisio, Shirley Mundi, Toni Offler, and Margaret Coxon. Once again thank you ladies.

Club Meeting 3rd July

A well-attended meeting was briefed by Max Shuard on the proposed garden railway installation. In-principal agreement pending final design and costings for proceeding with this project was given by the membership.

After the meeting, a talk was given by Ian Foster on the installation of a variable speed drive on his lathe. The talk covered basic alternating current operation, 3 phase current principals, equipment required and wiring procedures. Ian also provided a comprehensive set of notes but anyone considering this conversion would do well to consult with Ian first.

Saturday Field Day 21st July 2012

Contrary to the weather forecast, we enjoyed a sunny day with a very strong public attendance. This included 7 birthday parties and numerous family groups. With three 7 1/4" gauge and seven 5" locos many rides were given to children and adults. Our first licensed lady loco driver received her licence today. Congratulations Toni Offler.

Eight boats ranging from a mini-sized freighter through a zodiac Special Forces craft, trailer sailer, pleasure runabouts, a paddle steamer to navy ships were present and provided fascination to many children.

The canteen was again busy staffed by Jackie Monteodorisio, Anne Hardy, Jill Smith, and Nicki Mere. To cope with the rush on chips Allan Hardy proved a dab hand on the chip fryers.

Thank you ladies and Allan.

regulations and action being taken to attempt to rectify this situation. Bryan followed that with some observations on problems, which he had observed, and are common in scaled examples of prototype full size boilers. Thank You Bryan

Saturday Field Day 18th August 2012

A reduced public attendance probably due to the inclement weather predicted. As it turned out the day was cool but we only had one shower, which did nothing to dampen the spirit of the children wanting rides. With two 71/4' locos and eight 5''locos every child had numerous rides with little waiting time. This so impressed one parent that he contacted his friend Bob Francis from radio 5AD 1395 and suggested an interview with a club executive. This subsequently occurred at 8-10 PM Monday 19th August when Bob interviewed Secretary Jeff Schaefer. Well Jeff perhaps you missed your real calling.

Ten boats were on the pond keeping several young boys intrigued between rides and helping of cake from several birthday parties.

Such a bleak day kept our canteen busy. Jackie Monteodorisio Dot Ambler, Dawn Schaefer, Anne Hardy, Jill Smith, Lynn Leslie, Georgia Graham kept the hot dogs and coffee flowing.

Club Run Day Saturday 25th August

This day was a replacement for our efficiency run day, which was cancelled because of some of the heaviest June Rainfall in the previous week and the promise of more of the same. Well Saturday 25th turned out worse than the efficiency run day with almost continuous rain during the period noon to 5 PM. Consequently, few members attended but with the improving weather post 5 o'clock attendance improved until we have over forty members and family for the evening meal of soup, chicken chips and salad, followed by cheesecake and gateau. Along with ample coffee and tea a very social evening eventuated with the more mature enjoying the warmth of the companionship and the clubroom heaters while the younger

members and a few others braved the cold to ride the rails. Thanks to John Monte and Jackie for catering and the ladies who helped in the kitchen. A beaut night, which closed around 11 PM.

Sunday Field Day 2nd September 2012

A glorious spring day coinciding with father's day brought a large public attendance and eleven locos. Three 7 1/4 gauge locos were able to run all afternoon with Barry Dunstan's Golgoch suffering a whistle valve failure resulting in continuous boiler pressure to the whistle. Barry decided to save our ears and withdraw to the steaming bay to shut down. The seven 5" locos were also kept busy all afternoon. Fifteen boats were on the bond ranging from a 15th Century galleon, through naval, cargo, fishing and pleasure craft to a hovercraft.

Three groups registered as birthday parties but several other groups were also obviously birthdays. All groups indicated they enjoyed the day and praised the grounds and conduct of the day.

The canteen was busy as usual with the following ladies once again deserving our heartfelt thanks. Thank you Jackie Monteodorisio, Anne Hardy, Margaret Coxon, Toni Offler, Shirley Mundi, Sue Leslie and Lynn Leslie.

Saturday Field Day 15th September 2012

A very large public attendance particularly as the day was overcast and a bit cool towards the end on the day. I counted eleven birthday and/or family groups. With eleven locos in total comprised of four 7 1/4" gauge and 7 5" gauge including the club loco all who wanted rides seemed to get as many as they wanted. As Brad Cattel's brakes were noisy, he chose to double head with John Meres by shunting three cars from the rear. With three riding carriages and two engines, this had many of the public intrigued.

Finally, our new “child proof” exit gate was operational and well received by the public.

Sunday Field Day 7th August 2012

Seven 5” locos, three 7 1/4” locos, 11 boats and 38 members entertained a surprising large crowd, particularly as the forecast was for isolated showers and the morning was very bleak.

The Dicker family displayed their garden gauge (45 mm) track and locos to the delight of the public and many of our club members. This display was to gauge interest in establishing a permanent garden gauge track at SASMEE. Questions and comments from the public were:

Many of the questions in common were:

How much do the locomotives cost?

What pressures do they run at?

Where do you purchase such locomotives?

What prior knowledge do you need to be able to run a locomotive?

What scales and gauges are they?

How do I become a member?

What are the plans for this gauge in the club?

What fires the locomotives?

Are they real steam locomotives?

My Grand kids would love this, how do I get started?

What is a rough price for the locomotives & carriages?

Many Comments were:

This is an affordable way to get into the hobby.

I would be able to use these trains, they are small enough to carry and put in my car.

I have never seen this here before, is it new?

Excellent display of rolling stock & locomotives, do you plan to bring them every run day?

I never knew you could get steam engines so small.

What a great idea!

I used to have garden railway equipment but I could never find anywhere large enough to run it.

One club member who had been sceptical of the proposal said, "These are real locos not toys at all"

Our canteen was busy all afternoon dispensing coffee, hot chip and hot dogs. Many thanks to Jackie Monteodorisio, Shirley Mundi, Toni Offler, Anne Hardy, Libby Foster, Becky and Jack Wallace.

August 14th AGM and General Meeting

An active set of meeting to say the least. The intent to run a General Meeting followed by an AGM caused two members to question the constitutionality of the proceedings. Reference to the Constitution showed no constraint and as the Secretary advised this practice was common in the early years of the Society. The advantage is that pressing business is held over for two months.

Reference to the Society Constitution showed that it had not been amended since 1995 and was probably not in accordance with requirements on the SA Consumer Commission Requirements for Associations. In addition, several time sensitive items in the rules attached to the Constitution were out of date and required revision. A motion was passed to set up a Constitution and Rules revision sub-committee.

For the AGM single nominations for all positions had been received with one member standing down and one member replacing him. Thank you John Weidenhoffer for your years of service and welcome Allan Hardy. The new committee was unanimously elected. The members of the new committee are shown at the last page of this bulletin.

Following the General and AGM meetings, Bryan Homan gave a talk on boilers to interested members. This talk covered recently released changes to the AMBSC Boiler Codes, the fact that codes 3 and 4 are not listed in SA

Boats were a bit sparse with only about eight. However, dramas ensued with Stan Shelton Perkasa torpedo boat trying for submarine status and John Fosters boat shearing a universal joint on its first run of the day. The yachtsmen had a very successful day with a gentle breeze and no motor problems.

The canteen did its usual busy trade with Jackie Monte, Nicki Mere, Dawn Schaefer and Jill Smith keeping us all well fed and watered.

Sunday Field Day 7th October 2012

A fine sunny day resulted in a large public attendance with many birthday parties. Five inch gauge trains were run on both sets of track as the 71/4" unload/load area and the carriage shed were unavailable due to Department of Planning, Transport and Infrastructure work associated with the Goodwood Rail Underpass. This work required the 71/4" run off area rails to be lifted for a sewer bypass pipe to be directionally drilled under SASMEE Park.

The Canteen was staffed by Jackie Monteodorisio, Shirley Mundi, Anne Hardy, Sue and Tash Leslie and Toni Offler. Once again a great effort ladies.

The garden gauge railway demonstration set up by the Dicker family again attracted considerable interest. Many thanks for your efforts and those helping to set up and dismantle.

During the afternoon a visit had been arranged for Unley City Council officials and executives of other clubs in the Millswood Sporting Complex. Attendance was less than expected due to several Councillors being away interstate and illness. Those attending were Mayor Lachlan Clyne, Councillor John Koumi, David Litchfield, General Manager Economic Development and Planning, Secretary of the Millswood Tennis Club (Bill Richards) and Wife Janet and President of the Millswood Croquet Club, Mrs Jill Lewis and Husband Tim.

Council personnel were very impressed with our set up and will feature SASMEE in Council publications.

Special thanks to Jackie Monteodorisio and her staff for the catering for this function. A big thanks to Jane Monteodorisio for her cake decorations, which featured as table centrepieces. If you need a cake decorated, see Jane.



Photos of Visitors and Club Hosts

Club General Meeting 9th October 2012

A very well attended meeting, which approved the Garden Rail Project to be completed by 1st July 2013 and the commissioning of a Constitution review committee consisting of:

Jeff Schaefer

Bryan Homann

Alan Saunders

Allan Wallace

Ken Wallace

The evening was completed by a very interesting talk by Ian Clark on the SASMEE signal system with graphics provided by David Walton.

Club Luncheon Sunday 14th October 2012

Approximately 40 members attended a very pleasant luncheon function at the Marion Hotel, Marion Rd. Marion. With a private room and a choice of four main courses and as many deserts all went home very happy after much social chitchat.



Club Luncheon Photos

Illawarra Live Steamers (ILS) Hot Pot Run 2012

Having had glowing reports of the Hot Pot run from other model engineers, it had been my desire for the last few years to go and see one of these for myself. Various family and other steam events had interfered until this year. John Monte and Jackie had also decided to go, so that meant that there would be at least two people we know at the event.

Mary and I travelled a convoluted path to get to it. We passed through Wollongong in March, and happened upon their Wednesday "Old Fart's" day. That gave an opportunity to

"case the joint", and to ascertain suitable accommodation. We opted for a nearby Motel, but there is plenty of grassed area for setting up tents or caravans. A toilet block with shower is a handy addition at the site too.

Prior to the Hot Pot run, Mary and I had travelled to Canberra, to visit my Mum and to travel to Sydney for a meeting— a nice trip on the train at pensioner half fare!.

Like Captain Cook, I too travelled to the east coast of Australia with a stop off to witness a Transit of Venus -1 just came from the opposite direction and eventually bumped into the sea.

John was already in residence with his caravan in about the most prime bit of caravan real estate, and he assisted me in getting my T class and trucks out of the trailer in into the lovely roofed steaming bay.

This was on the Thursday, and while Hot Pot doesn't officially start until Saturday, Friday was a lovely clear day, so the track was well utilised. The ILS track is all 5"g, and appears at first sight to be of bewildering complexity, with a zillion points, and a similar number of colour light signals. It requires two attended signal boxes to operate fully, so on this day, the track was set so that trains only traversed the whole line in a pair of "figure 8s" alleviating the need for signalmen. This is a journey of well over a kilometre, and traversed at respectable steam speeds can take 20 minutes or so. The speed record is supposed to be about 8 minutes I was told! The signalling is indication route selection, and I nearly was caught when seeing a green signal through a cloud of steam. First reaction was a nice clear track ahead - fortunately, I just managed to glimpse the back of a longish train just past the signal. Saturday was heralded by a sumptuous hot breakfast provided by ILS for the minor sum of \$5. This consisted of two slices of toast 2-3 sausages, bacon, two eggs, cooked tomato, and baked beans. This performance was repeated on Sunday and Monday. The "entry fee" of two cans of soup was collected and sorted into categories such as "chicken surprise" and "beef surprise". Any leftover bits of breakfast were added as appropriate. This is the Hot Pot, and the mechanism is two cauldrons of steaming soup supported in gas fired sawn down

beer kegs. This was "bottomless ". Bread rolls (very large) were freely available to butter up and go with the soup. Breakfast, plus two rounds of soup and bread, added to morning and afternoon tea meant that for me at least, an evening meal was redundant. Tea and Coffee were also bottomless.

Apart from all this tucker, there were about 50 odd locos in attendance, mostly steam, but with a good smattering of electric and petrol machines. Some very nice rakes of rolling stock also graced the sidings and the main line. There was also a very full caravan area, and assorted tents pitched in and around the grounds. The Saturday weather was once again picture perfect for running trains (and traction engines). Under the cover of the station there were some model-engineering suppliers showing off their wares. While night running was permitted all night, only the younger enthusiasts did much of this. The cold night air, and ageing backs, knees, etc encouraged more talking than train running. None-the-less, the cold night air did provide for a very atmospheric steam cloud in the steaming bays, and out in the darker regions of the main line.

In the steaming bays, a newly installed electronic wheel-weighing device was there for playing with. Several of us tested this out to see how the weight was distributed on our engines. There were some teething troubles as the track either side of the sensors was not dead flat, and flexed under the loco (or another nearby engine). This resulted in some inconsistencies depending on which way the loco was moved over the sensors, but it was a bit of fun to put the loco on the scale and try to trim the adjustable springs to get the same weight on either side.

The site is heavily treed, and has a tidal creek along one boundary. There is a road on the opposite side, but this is well hidden by dense brush and trees. The trees enable trains to disappear for quite a while. There is even a short branch line at the bottom of the garden, which rejoices in the title of "Wally's World". This ends up with a small yard with a turntable in the end. One can picnic quietly up there, well out of sound or sight of the rest of the system.

Sunday was a repeat of Saturday, except that all operations were going the opposite way to the day before, meaning that recently learned track familiarity had to be unwound. My loco decided in the early afternoon that it had enough clinker in the grate to not want to steam brilliantly. It must have a weather sense because I had no sooner got it on the hydraulic lifter and into the steaming bay, when it began to rain. A few spots turned to steady rain, which continued for the next 40 hours. This is not unusual in Wollongong, and we were assured that the fine weather we got was a really good situation.

Sunday night saw some of the happy campers in the lower lying areas breaking camp as the lawns turned to shallow lakes. The situation was not improved on Monday, although a couple of lighter patches tried to tempt us out. However, the rain settled in, and by early afternoon, all but a couple had packed up their locos and wagons. A newly finished (still working on it on the Thursday!) extension of the steaming bay roof over the hydraulic traversing lifter really proved its value this day.

The hot breakfasts and the hot soup etc were still going strong to keep the inner persons contented. All in all, a great track for playing trains, and a very helpful set of ILS members who ran signal boxes, controlled the fairly congested yards, kept up the supply of tucker, looked after toilets, and probably did a heap of other jobs I was not aware of.

This event is well worth a visit, and while the people were all very friendly and helpful, I would suggest that the nicest way is to get a group together. It makes tasks such as unloading and loading easier, and allows of comfort stops etc without necessarily having to try and get your train secured in a siding somewhere. This is not in any way a criticism of ILS, but a conclusion that I have come to by going to other distant events on my own.

Bryan Homann

Projects Club Members may like to consider.

Some thoughts on projects that would be useful for the club.

A lighthouse, about 1m tall with rotating light for permanent placement by the boat pond harbour.

A braked load carriage for efficiency run days.

A system for measuring efficiency of electric locos.

A work truck for the 5" g track.

A special carriage capable of taking a wheel chair to save unloading disabled persons. [Unley Council funding may be available]

A track cleaning machine.

Members are reminded to submit their thoughts to Committee prior to taking any action.

CLUB HISTORY

Jeff Schaefer has been trolling through the Club's past minute books and has compiled a condensed club history of significant happenings and events. It is intended to publish this interesting summary in the next Bulletin.

FOR SALE.

5" g "Britannia" Built late 1960's. Expired boiler certificate. Loco would require some restoration work.

Chinese lathe for sale. Has had very little use.

20" between centres, 4.5" swing.

3 & 4 jaw chucks plus extra associated tools such as micrometers etc.

Castings from USA such as wheels, axleboxes etc to manufacture a ride-on tender.

Some steam fittings.

For all of the above contact Barry Dunstan on 08 8248 4843.

Wanted to sell

7' x 4' trailer. Floor rails for 7.25" Registered, spare wheel plus jockey wheel. OK condition.

Contact Bill Coles for further info. 08 8296 21 67.

S A R UPPER QUADRANT SIGNAL

Some statistics derived therefrom

4/10/12 59211 counter reading

1/6/04 46947 " "

12264 equates to number of train movements in 8 years.

23 Public Field Days per year.

X 8 Years

184 Total No. of P F Days 12264 divide by 184 = 66 train movements per PFD.

66 divided by Ave No. of locos (4) = 16.5 laps per train.

16.5 laps X lap distance of .65 km = 10.7 km travelled per train on a PFD.

12 Sunday PFD per year. Dolgoch Koppel Harry other
15 pass. 20 pass. 10 pass. 6 pass. = 51 pass. X 16.5 laps = 842 pass.
842 X 12 PFD = 10,104 pass. per year.

11 Saturday PFD per year Dolgoch Sevenplex Harry other
15 pass. 7 pass. 10 pass. 6 pass. = 38 pass. X 16.5 laps = 627 pass.
627 X 11 PFD = 6,897 pass. per year.

TOTAL PASSENGERS CARRIED FOR YEAR --- 10,104 + 6,897 = 17,001

NB

The above figures would only be an average, the following may have some effect.

A greater number of locos running, increasing patronage. >>>>

Additional carriages hauled, increasing patronage. >>>>

Public Field Days cancelled due to inclement weather. <<<<

The above statistics only relate to traffic pertaining to the 71/4inch gauge circuit. The 5inch gauge circuit would, in all probabilities, carry a greater number of passengers due to far more trains in operation.

This example of the South Australian Railways upper quadrant signal is believed to be the only one of its type left which is activated by the actual passage of a train. This signal was situated just outside our property on the up Noarlunga line and protected the Goodwood Junction and was made redundant in 1988 when the metro system became computerised. The historical relic was donated to SASMEE by the State Transport Authority who also erected it in the position it stands today. In 2003 the signal was rewired and connected to the Millswood station departure apparatus and accordingly goes to the (up) position every time a train is dispatched by the station master.

OTHER THINGS

By the Editor.

International Foundry Expertise in South Australia.

Repco-Brabham Formula 1 Cylinder Heads.

In 1961, Harold Clisby, of air compressor fame, decided to build a racing engine for the newly announced 1500cc Formula 1 Grand Prix class.

After completing the first engine in 1964, he found he had serious water leakage problems in the aluminium cylinder block and head due to porous castings. He decided to cast his own engine parts and using part of his die casting foundry, set up a specialised sand foundry.

Working with Clisby on this project was another engineer, Kevin Drage, who was designing, in his spare time, a twin overhead camshaft cylinder head conversion for the 289 cubic-inch Ford V8 engine.

This engine was later used in sports cars raced by the Adelaide firm, Globe Products and the two men began producing aluminium castings in sand moulds for both engines.

In 1966, Kevin Drage visited the Repco-Brabham factory in Melbourne and showed them the cylinder head castings he had made for the Globe engines. Frank Hallam, chief Engineer on the Repco-Brabham engine project, was most impressed with these Adelaide made castings and showed Drage the drawings of the new cylinder heads that they were planning to have manufactured in England, a job Hallam believed would take 6 months.

Drage was offered and accepted the task of producing cylinder head castings to these designs, and returned to Adelaide. He immediately contacted Morrie Pringle of D.J.Shimmin Patternmakers of Beverley who had made the patterns for both the Clisby and Globe engines. Production of the Repco-Brabham pattern equipment commenced.

In five weeks, Repco-Brabham took delivery of the first two cylinder head castings. The speed with which Morrie Pringle and Kevin Drage produced the tooling and castings enabled the Repco-Brabham Engine Company to assemble and test their new 640 type engines many months ahead of schedule. Using this engine, Denny Hulme won the 1967 World Drivers Championship and Repco-Brabham their second Manufacturers Title.

Having this world class manufacturing facility in such close proximity to their own establishment, Repco-Brabham immediately requested Clisby to proceed with the production of cylinder head castings to three new designs. During the next few years, this foundry manufactured approximately 110 cylinder heads for the Repco-Brabham Engine Company.

[The above information was extracted from the publication, "Men of Metal", by Geoffrey R. Nedham and Daryl I. Thomson. Ed.]

Bit of Australian Trivia.

Within 6 months of the arrival of white settlement in Australia [Sydney Cove 27-1-1788] there was an established clay brick making facility. By 1848 New South Wales had 223 flour mills, 2 distilleries, 51 breweries, 32 soap and candle works, 62 tanneries, 27 foundries, 8 potteries, 2 sugar refineries, 7 ropeworks, 5 salt works and 4 hat manufactories. The first blast furnace, using local iron ore and coal began production in 1875. Australian Cement was first produced in 1889.

Step forward to 1935/36. GMH builds new plant at Fishermens bend. Electrical fittings maker Gerard [founded in 1920] moves to Bowden. Sutton tools installs first thread grinder. Hercus was building small milling machines. John Ogden starts making Lockwood locks. British based Stewarts and Lloyds set up a tubemaking plant at Newcastle. By 1937 in coming out of the great depression unemployment was just over 12 percent which had peaked at 29 percent in 1932.

More, Other Things.

As has been in the past the annual November show of work reveals a remarkable display and range of SASMEE talent. Viewing of members work promotes discussion and possibly provides a seed for a "next project". Having spent some time looking at the show of work items questions always arise as to "how was that made?" or "how was that finish obtained?" or "where was that item bought?" etc-etc.

As we are all about model making we have a whole raft of questions and potential speakers for future club meetings. Club meetings would be enhanced by members who are prepared to present a subject matter of interest as well as encouraging questions from the floor on matters relating to modelling techniques etc. Give it some thought. The President would be happy to hear from you.